

CHINA



MAIL.

Published every Evening, with which is incorporated The "Hongkong Evening Mail and Shipping List."

Vol. XXXII. No. 8968. 號十月三年六十七百八千一英 HONGKONG, FRIDAY, MARCH 10, 1876. 日五十月二年子丙 PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—DEAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELOH & CAMPBELL, Amoy, GILES & Co. Foochow, HERBER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & Co. Manila, C. HENNINGSEN & Co. Macao, L. A. DA GRAGA.

Banks.

COMPTOIR D'ESCOMPTE DE PARIS, INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848, and BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE:—44, Rue Bergère, Paris.
LONDON AGENCY:—144, Leadenhall St., E.C.

AGENTS:—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS:—Bank of England, Union Bank of London.

HONGKONG AGENCY.
INTEREST ALLOWED

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.
Chairman—E. R. BELLING, Esq.
Deputy Chairman—AD. ANDER, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.
Hongkong, JAMES GREIG, Esq.

Shanghai, E. R. CAMERON, Esq.
LONDON BANKERS:—London and County Bank.

HONGKONG.
INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending on 31st December last, at the rate of Six per cent. per annum, say \$8.75 per paid-up share of \$125, is payable on and after FRIDAY, the 18th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors, JAMES GREIG, Chief Manager, Hongkong, February 17, 1876.

Intimations.

NOTICE.

MAN'S character should be judged from what it has been before, and by that means elegance or worthlessness can be discerned. A story should be judged by its true or false bearings, so that right and wrong may be distinguished. These remarks apply to the case in which Messrs Tsang Shun Yee and Woo Lin Tak were, on the 27th day of the 10th moon last year (24th November 1875), slandered by Lai Ming Chun.

Messrs Tsang Shun Yee and Woo Lin Tak have been residing for more than ten years in Hongkong and have always been employed in representing Nam Pak Hong in their transactions with foreigners. While their character stands high, their conduct is excellent, and they have for a long time been respected by both Chinese and foreigners. They have not only borne a name that is approaching to anything improper, but they have not in the course of all their actions done anything objectionable. Unexpectedly, however, slander came upon them unawares, but of course, when virtue stands high, reproach will come. They were therefore falsely charged by Lai Ming Chun's letter, which was void of all truth, with selling people for emigration abroad. They are indeed labouring under a false imputation from which it is now difficult for them to clear themselves. Our office, therefore, in punishing Lai Ming Chun for having done what he ought not to have done, orders him—and he consents—to pay the sum of \$400, the amount of legal expenses, he has also by way of punishment to pay \$25 into the Poor Box for the benefit of the Hongkong Poor. He is further punished by having to pay the expenses of advertising in the Chinese and foreign newspapers in the Colony, three of each, for the period of one month, a notice which will bring before the public his sin in this defamation. Reparations like these will, perhaps, allay in a measure the indignation which Messrs Tsang and Woo feel.

When a man finds fault with others he ought in the first instance to enquire whether he himself is unblemished. Now Lai Ming Chun, as a man, is not one who is numbered among the gentry, nor is his name pronounced by the lips of the illustrious. Yet he falsely dilates in slanderous language and spreads diffusedly by word of mouth stories to the detriment and pollution of the good name of Messrs Tsang and Woo. It was right therefore that Messrs Tsang and Woo sought to sue him in the Courts of Justice, and he was on the eve of being punished by the utmost penalty of the law. Fortunately, however, Messrs Tsang and Woo's magnanimity is expansive as the sea and as capacious as the ocean, and they deal with people liberally; with that end in view, they therefore prefer, instead of punishing him, as he rightly deserves, to forgive him of the enormous crime of which he has been guilty. Having ceased litigation now they have no resentment against any one, and by so doing, they cherish the friendly tie that exists amongst the Chinese clans. They have also shown that in doing this they are afflicting a lenient punishment for the sake of a great warning. They are indeed fully sustaining the benevolent principles of the great men, and for this act of theirs, may the happiness (or good fortune) of Messrs Tsang and Woo never grow less.

THE UNIVERSAL CIRCULATING HERALD (TSUN WAN YAT PO).
Hongkong, February 19, 1876. mcl9

NOTICE IN EXPLANATION OF A SLANDER.

THE principles of right or wrong will reveal themselves in course of time, and this saying is clearly set forth in the History of China. When undue reliance is placed on statements by word of mouth, a good argument is always wanting, and this is what the Book of Changes has always guarded people against. If a man is not guilty of anything seriously wrong, it is likely that he will submit himself to be killed.

With regard to Lai Ming Chun, he is indeed a bare-faced fellow, and one who has no regard for anything. On the 27th day of the 10th moon last year (24th November 1875), he slandered Messrs Tsangshun Yee and Woo Lin Tak by falsely accusing them of being engaged in the nefarious trade of selling people for the purposes of emigration, and that in their transactions they were in fact kidnappers. And finally, he recorded the same in the Tsun Wan Yat Po (The Universal Circulating Herald), so that Messrs Tsang and Woo had thought of suing him before the local authorities, so that he might be punished for libelling people's character. Fortunately for him, however, Lai Ming Chun learnt in time of his own wrong in slandering the character of good men, and now he has voluntarily consented to pay the penalty of bearing the legal expenses in the sum of \$400, and to pay also (into the poor box) \$25, for the relief of the Hongkong poor; also, from his own funds, to pay the costs of inserting in the Chinese and foreign newspapers, three of each, in order to redeem himself from what he has been guilty of. But this, nevertheless, would not actually be sufficient to cover the enormity of his sin. The reason why Messrs Tsang and Woo consented to these terms was because they had been advised by intimate friends, who urged that, inasmuch as both parties were Chinese men, how could they, Messrs Tsang and Woo, have the heart to see him (Lai Ming Chun) put in a gal of the foreigners? So

that it would be far better that they should forgive him, but inflict a small penalty by way of a small warning.

If so happened, luckily, that Messrs Tsang and Woo's magnanimity proved to be as expansive as the sea and as capacious as the ocean, and it was thus that the matter was put an end to. This is sufficient to show that Messrs Tsang and Shun are peaceful and quiet men, and that they have done a very good act. But Lai Ming Chun is a man who is very much conceited (it is the night pedestrian who thinks a great deal of himself), and one who falsely dilates in satire and railleury. He began life in a very mean position, and is not of a respectable family (it, the descendant of the pure and white). While in a menial position, he, moreover, offends his superiors. Therefore it would not be arbitrary were he to be banished beyond the frontiers, nor would it be too much were he to be put to the sword (it, under the axe). Now that he is only fined in so small a sum, it is indeed his good fortune that he has escaped greater consequences.

ONE WHO UPHOLDS JUSTICE.
Hongkong, 10th Feb., 1876. mcl9

* This has reference to a Chinese story, which, in its moral, is very similar to the Frog and Bull story in Esop's Fables.—Translator.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fifth Ordinary Meeting of Shareholders of the above Company, will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 24th March, 1876, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1875.

The Transfer BOOKS of the Company will be closed from the 11th to the 24th March, both days inclusive.

By Order of the Board, OLYPHANT & Co., General Agents, Hongkong, March 6, 1876. mcl24

NAVAL CONTRACT 1876-7.

SEALED TENDERS, in duplicate, will be received by the Undersigned, until Noon on SATURDAY, the 11th March, 1876, from Persons desirous of supplying the following Articles for the use of H. M. Navy for the Year 1876-7, viz:—
FRESH BEEF, TEA, VEGETABLES, RAISINS, RICE, WATER, SUGAR, SOFT BREAD, DISCOUNT.

Printed Forms of Tender, and further particulars, can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any tender is reserved.

JOHN BREMMER, Storekeeper.
H. M. Victualling Yard, Hongkong, February 28, 1876. mcl1

ORIENTAL TELEGRAM AGENCY.

FROM this date all Messages for Europe will be forwarded at the following rate:—
\$4 For the First Word.
\$2 For each Extra Word.
Registration free, if by letter. If by wire, \$2 only would be charged.

GEO. HOLMES, 2, Peddar's Hill, Hongkong, March 6, 1876. mcl18

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND Warrants for the Dividend to Dec. 31/75, at the rate of \$10 per Share, can be obtained at the Office on or after 29th February.

By Order, D. GILLIES, Secretary.

No. 2, Club Chambers, Hongkong, February 29, 1876. ap1

NOTICES OF FIRMS.

NOTICE.

I have this day authorized Mr J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON, Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. O. RAY, Bank Buildings, Hongkong, February 3, 1876.

NOTICE.

WE have Established branches of our Firm at Haiphong and Hanoi. Mr E. CONSTANTIN is authorized to sign by procuration in Tonquin.

LANDSTEIN & Co, Hongkong, December 31, 1876.

Entertainments.

THEATRE ROYAL, CITY HALL, HONGKONG.

ROYAL ENGLISH OPERA CONCERT COMPANY, FRIDAY, March 10. LAST PERFORMANCE OF THE COMPANY.

UNDER THE DISTINGUISHED PATRONAGE OF COLONEL DICKINS AND THE OFFICERS OF THE 28th REGIMENT. By kind permission the SLENDID BAND OF THE REGIMENT Will assist during the Evening.

THIS Evening, March 10. ENTIRE CHANGE OF PROGRAMME, CONSISTING OF NEW SELECTIONS FROM THE GRAND DUQUENES. MARITANA, AD. LA FILLE DE MADAME ANGOT. NEW AND POPULAR BALLADS. NEW SONGS AND DANCES. NEW GRAND CHORUSES. NEW SKETCHES, &c., &c. REMEMBER, LAST NIGHT, As the Company sail for Australia on Saturday, at Noon. The Dress Circle, \$2. Stalls and Back Seats, \$1. Chairs ordered for 11.30. Doors open at 8 past 8, commence at 9. Box Office at City Hall. M. L. KAPPAHL, Manager. Hongkong, March 10, 1876. mcl1

Auctions.

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

TUESDAY, the 21st March, 1876, at Noon, on the Premises,

All that piece or parcel of GROUND, registered in the Land Office as Section B of Inland Lot No. 584, and known as "Overbeck Court," situated in the rear of No. 9 Police Station, Cairne Road. Annual Crown Rent, \$9.72. TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser. The Property to be at Purchasers' risk on the fall of the hammer. For further particulars, apply to LANE, CRAWFORD & Co. Hongkong, March 9, 1876. mcl21

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound. The Ground below the masonry retaining wall of the above, abutting on the Queen's Road. Annual Crown rent, \$890.48.

MARINE LOT 111, WANGHAI.—First-class and extensive Godowns. Annual Crown rent, \$324.

INLAND LOT 501.—Situated on the Bonham Road and one of the finest sites for Villa residences in the Colony. Annual Crown rent, \$79.78.

FARM LOT 17, POKFULOK, adjoining Messrs Butterfield & Swire's premises. Annual Crown rent, \$25.

AT KOWLOONG:—

MARINE LOT 4.—With a frontage of 100 feet on the Praya, and with an area of 80,000 feet. Reduced Annual Crown rent, \$10.

AT YOKOHAMA:—

LOTS No. 6 AND No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Outhouses, Area 1,064 Tanbos of 36 square feet. Annual Ground rent, \$268.70.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 554 Tanbos.

Ground rent, \$154.97 per annum. Applications for purchase, or further information, to be made to

J. WHITALL, T. G. LINTHARD, Trustees of A. Heard & Co.'s Estate, 28, Queen's Road, Hongkong.

Hongkong, February 1, 1876.

WASHING BOOKS.

(In English and Chinese.) WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price \$1 each. CHINA MAIL OFFICE.

Shipping.

Steamers.

FOR SHANGHAI.

(Taking through Cargo for CHEFOO and TIENTSIN.)

The Steamship "GLENBURN," Capt. AULD, will be despatched as above on SATURDAY, the 11th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents S. S. Glenearn. Hongkong, March 9, 1876. mcl1

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZELLE," Captain PASQUALINI, will be despatched for YOKOHAMA on SATURDAY, the 11th Inst., at 8 a.m.

G. DE CHAMPEAUX, Acting Agent. Hongkong, March 9, 1876. mcl1

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "HOUGLY," Captain MOREMANT, will be despatched for SHANGHAI on SATURDAY, the 11th Inst., at 10 a.m.

G. DE CHAMPEAUX, Acting Agent. Hongkong, March 9, 1876. mcl1

FOR SWATOW, AMOY & FOOCHEW.

The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on SUNDAY, the 12th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co. Hongkong, March 8, 1876. mcl12

FOR COOKTOWN AND SYDNEY.

(Taking through Cargo for MELBOURNE.) The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE," Captain BALFOUR, will be despatched as above on TUESDAY Next, the 14th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, March 9, 1876. mcl14

FOR SAN FRANCISCO (DIRECT).

The Steamship "CROCUS," Capt. JOY, will be despatched as above on WEDNESDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 1, 1876. mcl15

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "PENGUIN," Captain COWELL, will leave for the above Ports on SATURDAY, the 18th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 9, 1876. mcl18

FOR SINGAPORE, PENANG AND CALOUTTA.

The Steamship "ARATON APOAR," Capt. McTAVISH, will leave for the above Ports on SATURDAY Next, the 18th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, March 9, 1876. mcl16

STEAM TO YOKOHAMA.

(Taking Cargo at through rates to HIOGO & NAGASAKI.) The P. & O. S. N. Co.'s S.S. "BOMBAY," will leave for the above place shortly after the arrival of the Geelong with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 8, 1876.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S.S. "GEELONG," will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 8, 1876.

Shipping.

Sailing Vessels.

FOR SAN FRANCISCO.

The A-1 British Clipper Ship "SEDENHAM," FRANK BAISROW, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 4, 1876.

FOR SAN FRANCISCO.

The A-1 British Clipper-ship "GRYFE," THOS. ROBERTS, Master, will load for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR SAN FRANCISCO.

The A-1 American Ship "LATHLEY RICH," RAY T. LAWIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR PORTLAND (OREGON).

The A-1 American Ship "SAMUEL G. REED," WHITE, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR NEW YORK.

The A-1 American Ship "HAZE," WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR LONDON.

The A-1 British Ship "SARAH NICHOLSON," 933 Tons Register, Captain SELKIRK, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 5, 1876.

FOR SAN FRANCISCO.

The A-1 British Ship "SEALMAR," WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO.

The A-1 American Ship "NIGHTINGALE," PALMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO.

The American Ship "SUMATRA," MULLIN, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co. Hongkong, February 23, 1876. mcl28

FOR PORTLAND.

The A-1 German Bark "CENTAUR," OFFERSEN, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to RUSSELL & Co. Hongkong, February 23, 1876. mcl23

FOR SAN FRANCISCO.

The A-1 American Ship "MARY WHITRIDGE," CUTLER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 9, 1876. ap20

FOR HAMBURG.

The A-1 German Barque "NICOL

Notices to Consignees.

S. S. HANKOW.
FROM LONDON, PENANG AND
SINGAPORE.

CONSIGNEES of Goods by the above
Steamer are hereby notified that
the Cargo is being landed and stored
at their risk into the Godowns of the
Undersigned, whence delivery may be
obtained.

Goods remaining in store after the 12th
Instant will be subject to rent.
Optional Cargo will be forwarded on
unless applied for by the Consignees before
10 a.m. on Monday, the 6th Instant.
Bills of Lading will be countersigned
by

SIEMSEN & Co.,
Agents.

Hongkong, March 4, 1876. mcl1

FROM LONDON AND SINGAPORE.

THE S. S. *Glenearn* having arrived, Con-
signees are hereby informed that their
Goods are being landed at their risk, and
stored by the Undersigned at their Go-
downs, whence and from the Wharf or
Boats delivery may be obtained.

Optional Cargo will be forwarded to
Shanghai unless notice to the contrary is
given before Noon To-morrow.
Cargo remaining undelivered after the
15th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents S. S. *Glenearn*.

Hongkong, March 8, 1876. mcl5

FROM CALOUTTA, PENANG AND
SINGAPORE.

THE S. S. *Venice*, having arrived from
the above Ports, Consignees of Cargo
by her are hereby requested to send their
Bills of Lading for countersignature to the
Undersigned at their Godowns at East
Point, whence delivery may be obtained.
Cargo from Penang and Singapore is
being landed and will be delivered from the
Wharf or Godown.

No Fire Insurance has been effected.
JARDINE, MATHESON & Co.,
Hongkong, March 9, 1876. mcl6

NOTICE.

CONSIGNEES of Cargo per S. S. *Venice*
from Calcutta, are hereby informed
that owing to the delay in taking delivery,
all Cargo now on board will be landed by
the Undersigned at their Godowns at East
Point, whence delivery may be obtained.
JARDINE, MATHESON & Co.,
Hongkong, March 9, 1876. mcl6

FROM CALOUTTA, PENANG AND
SINGAPORE.

THE S. S. *Arratoon* having arrived from
the above Ports, Consignees of Cargo
by her are hereby requested to send their
Bills of Lading to the Undersigned for
countersignature and to take immediate
delivery of their Goods.
Cargo impeding her discharge will be at
once landed and stored at their risk and
expense.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, March 8, 1876. mcl5

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer
Patrolus, are hereby notified that the
Cargo is being discharged into craft, and
landed at the Godowns of the Undersigned,
in both cases it will be at Consignees' risk.
The Cargo will be ready for delivery from
Godown on and after the 8th March,
1876.

Goods undelivered after 16th March,
1876, will be subject to rent.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, March 8, 1876. mcl6

COMPAGNIE DES MESSAGERIES
MARITIMES.

S. S. *HOOGLY*.

NOTICE.

CONSIGNEES of Cargo per S. S.
Euphrate, from London, in connec-
tion with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the
Company's Godowns, whence delivery may
be obtained from Friday, the 10th Instant,
at 10 o'clock a.m.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees, before 4 p.m. To-day, request-
ing it to be landed here.

Bills of Lading will be countersigned by
the Undersigned.

Goods remaining undelivered after Thurs-
day, the 16th March, at Noon, will be
subject to rent and landing charges.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Acting Agent.

Hongkong, March 9, 1876. mcl8

DUO DE MONTBELLLO CARTE
BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen).
Pints, \$10 " " (2 " ")
5 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen).

For Sale by HEARD & Co.,
Hongkong, June 22, 1876. m1

To-day's Advertisements.

FOR AMOY.

The Steamship
"ESMERALDA,"
Captain THEBAUD, will be
despatched as above TO-
MORROW, the 11th Instant, at 2 p.m.
For Freight or Passage, apply to
A. MAUG, HEATON,
Hongkong, March 10, 1876. mcl1

FOR SHANGHAI.

The Steamship
"AMOI,"
G. H. DAWSON, Master, will be
despatched for the above Port
TO-MORROW, the 11th Instant, at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, March 10, 1876. mcl1

TO-day's Advertisements.

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despatched as above TO-
MORROW, the 11th Instant, at 2 p.m.
For Freight or Passage, apply to
A. MAUG, HEATON,
Hongkong, March 10, 1876. mcl1

FOR SHANGHAI.

The Steamship
"AMOI,"
G. H. DAWSON, Master, will be
despatched for the above Port
TO-MORROW, the 11th Instant, at 4 p.m.
For Freight or Passage, apply to
SIEMSEN & Co.,
Hongkong, March 10, 1876. mcl1

TO-day's Advertisements.

FOR AMOY.

The Steamship
"ESMERALDA,"
Captain THEBAUD, will be
despatched as above TO-
MORROW, the 11th Instant, at 2 p.m.
For Freight or Passage, apply to
A. MAUG, HEATON,
Hongkong, March 10, 1876. mcl1

FOR SHANGHAI.

To-day's Advertisements.

NOTICE.

ANY CLAIMS against the British
Ship *"SIR HARRY PARKES"*
must be sent in to the Undersigned before
Noon of MONDAY, the 13th Instant, or
they will not be recognized.

MELOBERS & Co.,
Agents.

Hongkong, March 10, 1876. mcl2

FROM LONDON, PENANG AND
SINGAPORE.

THE S. S. *Quangee* having arrived, Con-
signees of Cargo by her are hereby
informed that their Goods are being landed
at their risk by the Undersigned, at their Go-
downs, whence and from the Wharf or
Boats delivery may be obtained.

Optional Cargo will be forwarded to
Shanghai unless notice to the contrary is
given before 2 p.m. To-day.
All ammunition is being put into boats
and will be landed at the Government
Depôt at Consignees' risk and expense,
unless taken immediate delivery of.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents S. S. *Quangee*.

Hongkong, March 10, 1876.

FOR SALE.

200 Casks CLARET from BORDEAUX.
Apply to
LANDSTEIN & Co.,
Hongkong, March 10, 1876.

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction, on
MONDAY,
the 20th day of March, 1876, at Noon,
at the Cosmopolitan Docks, Kowloon,—
Four Worthington Pumps.

Boiler.
Donkey Pump.
Exhaust Pipes.
Suction do.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of
description at purchaser's risk on the fall
of the hammer.

A Steam Launch will leave Peddar's
Wharf for the Docks at Half-past Eleven
o'clock.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, March 10, 1876. mcl20

Nearly Ready.

THE CHINA REVIEW,

VOL. IV., No. 4.

Annual Subscription, postage included,
\$6.50.

CONTENTS.

Essays on the Chinese Language.

The Folk-lore of China.

Paozoo: The Cleopatra of China.

An Introduction to a Retrospect of Forty
Years of Foreign Intercourse with
China.

One Page from Choo Foo-tze.

The Expedition of the Mongols Against
Java in 1293, A.D.

The Wry-Necked Tree.

Phallic Worship.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries on Eastern Matters—
Chinese Anti-Opium Associations.

Publications of the Hongkong Corre-
sponding Committee of the Relig.
Tract Soc.

Hongkong School-book Committee.
Chinese Broom-Loading Guns.

History of the Maritime Provinces.

Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 10, 1876.

SHIPPING.

ARRIVALS.

Mar. 10, *Amoy*, from Canton.

Mar. 10, *Esmeralda*, British steamer, 395.

E. Thebaud, Manila Mar. 7, General.

A. MAUG, HEATON.

Mar. 10, *Quangee*, Brit. steamer, 1734, G.

H. Jones, London Jan. 9, Singapore Mar. 8,

General.—JARDINE, MATHESON & Co.

Mar. 10, *Great Republic*, Amer. steamer,

3881, W. B. Cobb, San Francisco Feb. 1,

Yokohama Mar. 3, Mails and General.

P. M. S. S. Co.

Mar. 10, *Rootwood*, British barque, 636,

Wm. Jewell, Cardiff Oct. 18, Coal.

MESSAGERIES MARITIMES.

Mar. 10, *Chateaubriand*, French barque,

334, F. Hume, Labuan Feb. 16, General.

CARLOWITZ & Co.

DEPARTURES.

Mar. 10, *Gryfe*, for San Francisco.

10, *Caribbrooke*, for Amoy.

10, *Patrolus*, for Shanghai.

10, *Stentor*, for London.

10, *Albana*, for Saigon.

CLEARED.

Ginca, for Saigon.

August, for Bangkok.

Rajah, for Swatow.

August Friedich, for Macao.

Norden, for Saigon.

PASSENGERS.

ARRIVED.—Per *Esmeralda*, from Manila,

Messrs N. C. Stevens, J. B. Mculloch,

and A. Llaneta, 1 European deck and 124

Chinese.

Per *Great Republic*, Miss L. V. Banks,

and 76 Chinese.

Per *Quangee*, 89 Chinese.

SHIPPING REPORTS.

The British steamer *Quangee* reports:

had fine weather, and moderate monsoon

throughout.

The Amer. str. *Great Republic* reports:

in lat. 88.54 N. long. 142 E. spoke British

barque *Truth*, Capt. Evans, from Samarang

for San Francisco with cargo of Sugar,

main and mizen masts gone, making for

Yokohama.

SHIPPING REPORTS.

The French bark *Chateaubriand* reports:
light winds and fine weather until the last
three days, when experienced thick fogs.

The British barque *Rootwood* reports:
had a strong gale and heavy sea on the 8th
and 9th Instant, with thick fogs.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE.—

For YOKOHAMA.

Per French Mail Packet *MENZALEH*,
at 7.30 a.m. on Saturday, 11th Inst.

For SHANGHAI.

Per French Mail Packet *HOOLLY*, at
9 a.m. on Saturday, the 11th Inst.

Late Letters from 9.10 to 9.30 a.m.

Per *GLENBARN*, at 11.30 a.m. on
Saturday, the 11th Instant.

Per *AMOI*, at 3.30 p.m. To-morrow,
the 11th Inst.

For SINGAPORE AND PENANG.—

Per *BENLEDI*, at 2.30 p.m. on Satur-
day, the 11th Inst.

For AMOY.—

Per *ESMERALDA*, at 1.30 p.m. To-
morrow, the 11th Inst.

For SAIGON.—

Per *ASIA*, at 3.30 p.m. To-morrow, the
11th Inst.

For SWATOW, AMOY & FOCHOW.—

Per *YESSO*, at 5 p.m. on Saturday,
the 11th Inst.

For SINGAPORE, SOMERSET, COOK-
TOWN, CLEVELAND BAY, BOW-
EN, ROCKHAMPTON, KEPPEL
BAY, BRISBANE, SYDNEY, TAS-
MANIA and MELBOURNE.—

Per *BRISBANE*, at 11.30 a.m. on
Tuesday, the 14th Instant, instead
of as previously notified.

For SAN FRANCISCO.—

Per *CROZUS*, at 11.30 a.m. on Wednes-
day, the 16th Inst.

For SINGAPORE, PENANG & C.-
L.-OUTTA.—

Per Indian Mail Packet *PENGUIN*, at
2.30 p.m. on Saturday, the 18th Inst.

Per Indian Mail Packet *ARRATON*
APCAR, at 2.30 p.m. on Saturday,
the 18th Inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GREAT*
REPUBLIC, will be despatched on
WEDNESDAY, the 15th Instant, at
8 a.m. by the Mails.

For Yokohama, San Francisco, the United
States and the United Kingdom.

The Post Office will be open for the recep-
tion of Ordinary Letters, Books, News-
papers, &c., until 2.30 p.m.

Letters can be posted on board the Packet
from 2.30 p.m. to 2.50 p.m. on payment
of a Late Fee of 12 cents in addition to
the Postage.

The prepayment of the Postage to all the
above places by this route is compul-
sory. Correspondence insufficiently
prepaid will be forwarded by the Eng-
lish Packets.

Correspondence addressed to Yokohama,
and the United States, must be super-
scribed per *Great Republic*, and that
addressed to the United Kingdom,
must be superscribed "*via* San
Francisco."

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, March 8, 1876. mcl5

MAILS BY THE ENGLISH PACKET.—

The English Contract Packet *LOMBARDY*,
will be despatched with the Mails for
Europe, &c., on THURSDAY, the
16th Instant.

The following will be the hours of closing
the Mails, &c.:

Wednesday, 15th Instant.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Thursday, 16th Instant.

7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on
to payment of a Late Fee of 18 cents
extra Postage until

11 a.m., when the Post Office Closes
entirely.

11.30 a.m., Letters (but Letters only)
addressed to the United Kingdom *via*
Brindisi or to Singapore may be posted
on board the Packet on payment of a
Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER,
Postmaster General.

General Post Office,
Hongkong, March 8, 1876. mcl6

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *TIGRE*,
will be despatched on THURSDAY,
the 23rd Instant, with Mails to and
through the United Kingdom *via*
Marseilles to Europe, Saigon, Singa-
pore, Gale, Australia, New Zea-
land, Aden, Suez, and Alexandria.

The following will be the hours of closing
the Mails, &c.:

Wednesday, 22nd Inst.

5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Thursday, 23rd Inst.

7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late
Letters.

SUPPLEMENT

TO THE

HONGKONG, FRIDAY, 10th MARCH, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *A*, near the Kowloon shore *K*, and those in the body of the Shipping or mid-way between each shore are marked *C*, in conjunction with the figures denoting the sections:

- Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Altona	5 c	Muller	Ger. str.	1179	Mar. 3	Wm. Pustau & Co.	Saigon	
Amoy	5 c	Drowes	Brit. str.	814	Mar. 10	Siemssen & Co.	Shanghai	
Arratoon Apear	5 c	Mactavish	Brit. str.	1332	Mar. 8	David Sassoon, Sons & Co.	S'apora and Calcutta	
Asia	4 k	Molsen	Dan. str.	889	Mar. 7	Wm. Pustau & Co.	S'apora and Penang	With Mails
Ben Lodi	2 c	Buchanan	Brit. str.	993	Mar. 7	Jardine, Matheson & Co.	Yokohama	
Bombay	4 k	Smith	Brit. str.	1327	Feb. 28	P. & O. S. N. Co.	Australia	
Brisbane	4 c	Balfour	Brit. str.	1709	Mar. 5	Gibb, Livingston & Co.		
Cariabrooke	6 c	Scott	Brit. str.	920	Mar. 8	Russell & Co.	San Francisco	
Cocos	5 c	Joy	Brit. str.	1300	Feb. 23	Jardine, Matheson & Co.	Amoy	On Slip
Esmeralda	6 h	Thebaud	Brit. str.	335	Mar. 10	A. McG. Heaton		
Fyen	1 h	Torm	Dan. str.	909	Feb. 27	Wm. Pustau & Co.	Shanghai	
Glenasm	5 c	Auld	Brit. str.	1375	Mar. 8	Jardine, Matheson & Co.	Yama & S. Fisco	With Mails
Great Republic	3 h	Cobb	Amer. str.	3881	Mar. 10	P. M. S. S. Co.	Shanghai	With Mails
Hoogly	5 c	Mortimard	Feb. str.	1803	Mar. 9	Messageries Maritimes	Yokohama	
Menzies	5 c	Pasqualini	Feb. str.	1008	Mar. 8	Messageries Maritimes		
Montgomeryshire	4 c	Sturrock	Brit. str.	1146	Mar. 8	Jardine, Matheson & Co.		Put back
Norden	5 c	Jensen	Dan. str.	778	Mar. 6	Kwok Acheong		Laid up
Norna	2 h	Walker	Brit. str.	606	Feb. 24	Ang. Heard & Co.		
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Landstein & Co.	Saigon	
Pardo	4 c	Power	Brit. str.	763	Mar. 6	Jardine, Matheson & Co.	S'apora and Calcutta	
Penguin	5 h	Cowell	Brit. str.	1172	Mar. 6	Jardine, Matheson & Co.	Shanghai	
Quangse	5 c	Jones	Brit. str.	1784	Mar. 10	Jardine, Matheson & Co.	Swatow	
Rajah	3 c	Hansen	Brit. str.	359	Mar. 8	Hop Ling		
Thioyalla	5 k	Mourier	Dan. str.	1577	Mar. 8	Jardine, Matheson & Co.	S'apora and Calcutta	
Venice	8 h	Watson	Brit. str.	1271	Mar. 9	Landstein & Co.		
Washi	4 c	Hunter	Brit. str.	205	Mar. 9	Douglas Lapraik & Co.	Coast Ports	Lpk's Wharf
Yesso	5 h	Punchard	Brit. str.	559	Mar. 9	Kwok Acheong		Repairing
Yotung	2 h	.....	Brit. str.	324	June 9			
Sailing Vessels								
Albatros	4 c	Koppelman	Ger. bk.	377	Feb. 16	Melchers & Co.		
Annie Gray	5 c	Moore	Brit. bk.	727	Mar. 9	Rozario & Co.	Tientsin	
August	3 k	Rijs	Ger. bk.	274	Mar. 3	Eduard Schellhass & Co.	Macao	
August Friedrich	2 k	Nielsen	Ger. bk.	420	Feb. 10	Landstein & Co.	Rangoon	
Boreal	2 h	Beaujeaz	Feb. bk.	678	Jan. 25	Landstein & Co.	Haiphong	
Brema	3 c	Timpe	Ger. bk.	380	Feb. 26	Wiel & Co.		
Bua Cao	2 h	Lange	Siam. bk.	340	Mar. 7	Chinese	Manila	
Carricks	7 h	Carr	Brit. bk.	916	Feb. 14	Melchers & Co.	Portland	
Centaur	8 c	Offensen	Ger. bk.	463	Jan. 12	Russell & Co.	Tientsin	
Charité	.....	Hervé	Feb. bk.	255	Feb. 21	Carlowitz & Co.		Repairing
Cherter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Jardine, Matheson & Co.		
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		
Colombo	2 c	Houer	Brit. bk.	364	Feb. 8	Capt. Sands		
Dora	4 k	Ytuarte	Span. bg.	320	Mar. 9	H. Kior		
Edmond Gressier	4 c	Fauquet	Feb. bk.	300	Mar. 4	Landstein & Co.		
Emma	4 c	Grau	Ger. bk.	340	Feb. 22	Wm. Pustau & Co.		
Esmeralda	4 c	Ransen	Ger. bk.	788	Feb. 23	Melchers & Co.		
Fanny	8 c	Rousal	Feb. sh.	1138	Mar. 8	Landstein & Co.	Tientsin	
Feiga	.....	Christiansen	Dan. bk.	316	Jan. 29	Eduard Schellhass & Co.		
Ferdinand	4 k	Holler	Ger. bk.	416	Feb. 22	Melchers & Co.		
Formosa	4 c	Schweer	Ger. bk.	282	Mar. 4	Melchers & Co.		
Forward	3 c	Strachan	Brit. bk.	748	Mar. 8	Rozario & Co.	Saigon	
Frazz	7 c	Hildebrandt	Brit. sch.	143	Dec. 18	Frazz & Co.	Portland	
Garibaldi	4 h	Noyes	Amer. bk.	670	Dec. 17	Rozario & Co.	San Francisco	
Gryfe	4 c	Roberts	Brit. sh.	1086	Dec. 28	Vogel, Hagedorn & Co.		
Hermann	7 c	Sambach	Ger. sh.	848	Feb. 26	Melchers & Co.		
Humboldt	4 c	Stolt	Ger. bk.	330	Feb. 17	Eduard Schellhass & Co.	Whampoa	
Inc	4 c	Bannau	Ger. bk.	353	Feb. 8	Siemssen & Co.		
Isles of the South	4 k	Le Couteur	Brit. sh.	821	Feb. 14	E. M. S. S. Co.	Batavia	
James Wilson	4 c	Prideaux	Brit. bk.	326	Feb. 19	Carlowitz & Co.	Macao	
James Vincombe	7 h	McPherson	Brit. sh.	638	Feb. 4	Ebell & Co.	San Francisco	
Lathley Rich	3 c	Lewis	Amer. sh.	1327	Feb. 21	Vogel, Hagedorn & Co.		
Lord Macduff	7 c	McDonald	Brit. bk.	527	Jan. 29	Borneo Company		
Mariou	4 c	Howes	Amer. sch.	366	Mar. 8	Olyphant & Co.	Hamburg	
Nicoline	4 c	Ahlmann	Ger. bk.	320	Feb. 14	Arnhold, Karberg & Co.		
Northampton	7 c	Barclay	Brit. sh.	1161	Mar. 4	Adamson, Bell & Co.		
Portia	3 k	Consterdine	Brit. bk.	400	Mar. 3	Arnhold, Karberg & Co.	Portland (Oregon)	
Samuel G. Reed	3 c	White	Amer. sh.	650	Dec. 18	Vogel, Hagedorn & Co.	London	
Sarah Nicholson	8 h	Sekirk	Brit. sh.	933	Jan. 2	Vogel, Hagedorn & Co.	Takao	
Sir Harry Parkes	4 c	Chapman	Brit. sh.	815	Feb. 21	Melchers & Co.	Melbourne & Sydney	
Spirit of the Age	2 c	Johnson	Brit. bk.	347	Jan. 25	Rozario & Co.	San Francisco	
Sumatra	4 c	Mullin	Amer. sh.	1073	May 16	Frazz & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.		
Taunton	7 c	Clark	Brit. sh.	688	Feb. 14	Siemssen & Co.		
Thoon Kramom	3 c	Vorrath	Siam. bk.	475	Mar. 3	Siemssen & Co.		
Union	4 c	Mericahevarria	Span. bg.	152	Mar. 4	Remedios & Co.	Tientsin	
Victor	7 c	Sorensen	Norw. bg.	247	Jan. 22	Eduard Schellhass & Co.		
Victory	7 c	Whiting	Brit. bg.	255	Feb. 20	Landstein & Co.		
Wodan	2 c	Meyer	Ger. bk.	439	Mar. 8	Wm. Pustau & Co.		
WHAMPOA								
Haze	.....	Wilkinson	Amer. sh.	664	Mar. 2	Vogel, Hagedorn & Co.	New York	
Nautilus	.....	Blockey	Brit. bk.	232	Mar. 4	Eduard Schellhass & Co.	Tientsin	
Vesta	.....	Dirks	Ger. bk.	302	Mar. 3	Melchers & Co.	Tientsin	
Wega	.....	Mahl	Ger. bk.	395	Jan. 29	Siemssen & Co.	Hamburg	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	dock	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Bayan	6 c	Russian	corvette	2000	...	...	Mar. 6	Boyle
Egeria	7 h	British	steam sloop	727	4	120	Feb. 23	W. F. Castle
Flamer	6 h	British	aux. naval hospital	...	...	...	...	D. M. Insp. Gen. Morgan
Frolic	6 c	British	gun vessel	462	4	100	...	C. E. Buckle
Lily	6 c	British	gunboat	620	...	...	Feb. 29	B. E. Cochrane
Ling Fong	6 c	Chinese	gunboat	...	...	...	...	Cocke
Meeanee	6 k	British	military hospital	2591	...	...	...	Capt. Becker
Mosquito	6 h	British	gunboat	295	4	60	...	E. H. Paul
Thistle	6 c	British	gun vessel	464	...	...	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	3087	2	...	...	Commodore Parish
Vigilant	7 h	British	despatch vessel	650	2	250	Feb. 16	H. C. D. Ryder
Vladnick	6 c	Russian	corvette	1609	...	...	...	Novosilsky

FOOCHOW SHIPPING IN PORT.

Mar. 4, 1876.

Chun Sheng	British steamer
Lulu	for Shanghai
Pallas	German barque
Peter	for Newchwang
*Yesso	for Hongkong

SHANGHAI SHIPPING IN HARBOUR.

Mar. 2, 1876.

Aden	Chinese
Appin	British
Batrak	Russian
Fir. Queen	American
Fuyew	American
Honan	Chinese
Howsang	Chinese
Hupel	American
Lombardy	British
Lord of the Isles	Japanese
Nagoya Maru	Japanese
Ningpo	British

MERCHANT SAILING VESSELS.

Paoting	American
*Peiho	French
Peking	British
Plymouth Rock	American
Shingling	American
*Stentor	British
Szechuen	American
Tunsin	British
Adele	American schooner
Albert Victor	British barque
Alma	American barque
Almatia	American schooner
Benjamin Aymer	American barque
Bonita	British schooner
Condor	German brig
Cuba	British barque
Elliot	British brig
Freerader	British schooner
Gesiena	Dutch schooner
Gesino Bruns	German barque
Janet	British brig

* Since left port, or arrived at Hongkong.

Leucadia	for London
Lunan	British brig
Mantura	British barque
Mary Whitridge	for New York
Oscar Vidal	British barque
Otto	German brig
Parana	French brig
Roslita McNeil	American barque
Rowena	British schooner
Titania	for New York
Tokatea	British ship
Vesta	American brig
Warden Appleby	British brig
Zohrab	German barque

MEN-OF-WAR.

Ashuelot	American corvette
Kearsarge	American corvette
La Clocheterie	French corvette
Monocacy	American corvette
Palos	American gunboat
Tennessee	American corvette
Thalia	British corvette
Yautie	American gun vessel

That His Excellency laments that such a mistake occurred with the boat of the most illustrious Sonhor Forbes, which boat was not known by the Soldiers.

That the most illustrious Sonhor Forbes may rest assured that the Soldiers will be duly warned in order that such an event may never happen again.

As a friend and one who respects the American Nation, with which Portugal for so many years has maintained the most friendly relations, His Excellency, the Governor of the Colony, recognises the obligations set forth and accepted by articles I. and IX. of the Treaty celebrated between the two Nations on the 26th of August 1840, and His Excellency will always be faithful and ready to carry them out.

Thanking cordially in the name of His Excellency, the Governor of the Colony the protests of consideration, which your Excellency manifests,

I have the honor to subscribe myself,
With due respect and esteem,
Your very respectful servant,
(Signed) DIOGO DE MACEDO,
Secretary General of Macao and Timor.

A CORRESPONDENT of the *Alta California* writes as follows:—"By way of suggestion regarding the rapid increase of silver in our midst, and the more rapid decline in the value of silver coin, would it not be a good idea to have Congress authorize our different Mints to coin and issue during the present year a Centennial coin, same value as the Trade Dollar, but of a distinctive die and inscription, commemorative of the occasion. It could be used in trade, if necessary, but several millions of them would be stowed away in the pockets of our people as keepsakes."

Manila.

Our files of Manila papers reach up to the 6th inst.

A Te Deum was celebrated on the 5th inst. at the Camp of Bagumbayan, preceded by High Mass, in thanksgiving for the success of Spanish arms in the capture of Socorro, the news being wired to Manila, where it was received with great enthusiasm.

During the operations of the expeditionary force the steamer *Leyte* will run regularly between Manila and the seat of war.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before Mr Justice SNOWDEN.)
10th March, 1876.

REGINA V. THOMAS NEWTON.
This was a special session held to try two shipping cases.

The prisoner who was second officer of the British barque *Carriack*, was indicted on three counts, (1) charging him with shooting with intent to murder one Thomas Cox, the Chief officer; (2) shooting with intent to do grievous bodily harm; and (3) common assault.

Mr Handley, instructed by Mr Brereton, appeared to defend the prisoner.

The prisoner pleaded not guilty to the 1st and 2nd counts, but guilty to the 3rd count.

The Attorney General, the Hon. Mr Bramston, said, that with the consent of the Court, he was willing to accept the plea. The prisoner had pleaded guilty to the 3rd count, which he could not possibly get out of. But under the peculiar circumstances of the case, he was willing to withdraw the 1st and 2nd counts. To the prisoner being mad with drink at the time, it was a difficult question of fact and law to decide his intent when he fired the shots. Now that he had pleaded guilty to the 3rd count, the Attorney General thought this would meet the justice of the case.

His Lordship asked the extent of the injury to the prosecutor and was replied that there was no serious injury.

Mr Cox was then questioned by his Lordship, who observed that he had deposed before the Magistrate that he had been struck three or four times. Was he struck violently?

Witness replied that he was struck rather violently, but he was only struck with the open hand or fist.

His Lordship asked if they were all very drunk.

The witness replied that he was not.

His Lordship then asked the Attorney General if he abandoned the 1st and 2nd counts.

The Hon. Mr Bramston replied that he would enter a *nolle prosequi* on those counts.

His Lordship then expressed a desire to put a few questions to Mr Cox, who was accordingly placed on the stand.

By Mr Handley.—The prisoner was intoxicated. The carpenter said you are 'fu' tu' meaning that he was full of drink. I tried to pacify him. I had no personal quarrel with him.

Capt. Robert Carr, master of the British barque *Carriack*, was called to give the prisoner a character. He had known him for about five months; he was a good officer. He had been in the same service in another ship for about twelve months. He knew nothing against him.

By the Court.—He was not given to drinking. He was a well-behaved man generally. The prisoner had not been ashore to his knowledge on the occasion in question.

Mr Handley then addressed the Court on behalf of the prisoner. He said he had only to add that the prisoner regretted extremely what he had done, that this arose from drunkenness, that he was a well-behaved man always, that he had no quarrel with the prosecutor, and that he had been on a long voyage during which no liquor was to be had on board.

His Lordship then addressed the prisoner. He said that he had pleaded guilty to a serious offence, and but for the leniency shown by the Attorney General, the prisoner might have been in a still more serious position. If he had been tried on the two counts to which he had pleaded not guilty, his Lordship would not venture to say what would have been the consequences. If, in the course of one of his drunken fits in which he lost all control of his reason, he should kill a man, his life would be forfeited. He was glad to find that he was a well-behaved man and hoped that he would be a warning to others who were given to drinking habits. The charge he pleaded guilty to was a serious one, and his Lordship thought the justice of the case would be met by a sentence of no less than eight months' hard labour.

FELONIOUS INTENT.

Lum Ahee, a fireman on board the steamer *Eyen*, Capt. Torm, was arraigned on two counts, one for larceny and another for obtaining money under false pretences. The prisoner it may be remembered was brought up the other day before the Magistrate charged with having retained \$26 which had been paid him in excess by mistake. The prisoner and three others were engaged as firemen on board the *Eyen*. In consequence of a report from the chief officer, Capt. Torm resolved to discharge them. He paid one off on the 1st inst., but on the 4th he called in the prisoner and the remaining two men in order to settle with them what was due to them. The prisoner, having a slight knowledge of English, was the medium of communication. He was constantly repeating before the Captain "we four pieces men." This had the effect of impressing on the mind of the Captain that he had four men to pay instead of three, having paid one man off on the 1st inst. He accordingly paid the prisoner four times \$26, being the amount due to each fireman, i.e. 40 cts. each which the Captain said he would pay some other day. On looking over the accounts the Captain discovered that he had paid the prisoner \$26 too much, and taxed him with it. This he positively denied and was consequently placed on his trial.

Mr Handley, instructed by Messrs. Stephens and Holmes, appeared for the defence.

Mr Handley said he was only instructed a short time ago, and applied for a postponement.

The Attorney General withdrew the count of larceny, as he had no evidence to sustain it, but would rest the case on the second count, that of obtaining by false pretences.

The prisoner pleaded not guilty, and the following jury was empanelled: Messrs. W. M. Kay, N. R. Stila, A. G. de Roza, M. Y. de Figueiredo, F. A. dos Remedios, F. Hookmeyer, and E. Vogel.

His Lordship granted the application of Mr Handley, and a journeyed the case till 2 p.m.

When the case came on, Captain Torm and his Chief officer were called to prove the excessive payment.

Mr Handley on behalf of the prisoner denied that he had received any money in excess, and called the other two firemen to substantiate his statement. The learned Counsel contended that even if he had received the money, it would not amount to obtaining money by false pretences. It was obtained through the negligence of the Captain. Mr Handley quoted Russell on Crimes to support his argument. In the end the case was put to the jury, who returned a verdict of not guilty by a majority of four against three.

The prisoner was then discharged.

China.

PORT MOSEA.
We hear that the plant and machinery in connection with the newly-opened collieries in Formosa are expected to arrive very shortly, and that the arrangements are in every respect most complete. The mines are about thirty li from the harbour of Keelung and the railway will run from the pit-mouth to the steamer. The coal will thus be shipped at the cost of only a dollar a ton, and with freight and all other charges, will be able to be laid down in Shanghai at three dollars. It is evident from this that Takasima coal, which cost so much more, will eventually be ousted out of consumption; it is true, of course, that its quality is somewhat superior to that of the Formosan coal, but the probability is that as the latter is more extensively worked it will improve. At any rate, it cannot fail to offer very formidable competition to the Japanese mineral, and we do not see why the Chinese should go elsewhere for their coal when they have such inexhaustible supplies under their own soil. In the North, in the neighbourhood of Hangchow, and around Kinkiang as is well known, there are coal-mines in abundance, only waiting to be worked; and as the commencement which has already been made in some of these places is so promising, it is only reasonable to suppose that the authorities will recognise the advisability of encouraging native enterprise and drawing upon their own resources.—*Shanghai Courier*.

CHINESE.
Messrs. Spencer and Wolff write on the 23rd February:—During the period which has elapsed since our last advice, some activity has been shown in our market for Grey Goods, prices gradually hardening as intelligence has been received of the improved rates ruling at Shanghai; stocks are not heavy, and the market closes firm at the quotations given below. *Grey Shirts*: Amongst the settlements reported are, 84-lbs. Green Lions at Tls. 1.75 per piece; Red Pheasants Tls. 1.70 a 1.75 per piece; Gold Globes, Tls. 1.65 per piece; Sin Kee Stag, Tls. 1.65 per piece; 7-lbs. best mass Tls. 1.45 per piece; medium Tls. 1.35 a 1.45 per piece. *T-Cloths*: Good medium qualities have proved most attractive to the dealers, who have taken 7-lbs. 3 Man (blue) at Tls. 1.85 per piece; Silver Dragon at Tls. 1.85 a 1.94 per piece; Double cash, Tls. 1.82 per piece; 5-lbs. command some attention, 8 Man (blue) have been sold at Tls. 1.24 per piece. *English Drills* have been dealt in, but to a very limited extent. *Sandwood*: Fine wood is much sought after, there being little on offer. Common rather quiet. We quote best quality, Tls. 8.60 per picul, other kinds Tls. 8.35 a 3.50 per picul. *Malacca Opium*: A steady enquiry exists at Tls. 490 a 441 per picul, for good to best; and Tls. 496 a 438 per picul, for medium New. There is some demand for Old, at Tls. 448 a 450 per picul.—*N. O. D. News*.

TEKTEIN.
Dr. Elmore, the Peruvian Minister, expects to leave for Shanghai about the 1st March. For several days before the 14th February the Peiho was clear of ice. A telegraphic line to the outer world would have been a great convenience during the past winter in the interests of trade, and especially in the interests of the tea trade.

Mr. Hill has stopped work on the Canal with his dredger; why, I do not know. The return of the Victory Li Hang-chang is expected very shortly. Mr. James Henderson is understood to be on his way Northwards, after his mission to England for the purchase of coal-mining machinery.

Many 'pools' have been made on the result of the steam race from Shanghai, and hats and suits of spring clothes will soon be in brisk demand. The excitement attending the arrival of the fleet on the Teku bar is almost greater than that occasioned by the ordinary race-meetings; Mr. Sheppard, the

United States Consul, I am sorry to say, has been suffering from a nervous complaint which in the opinion of his medical advisers will necessitate a trip homeward. Dr. Sator has been here all the winter, in the interest of a number of gentlemen who are desirous of seeing the coal-formations of China developed.

No serious disturbances have occurred during the winter, and while we should prefer to have had the *Monocacy* with us for political as well as social reasons, her absence has not been a source of any uneasiness whatever. We hope however that Admiral Reynolds will send a man-of-war to look in upon us. This will in a measure atone for our disappointment at having her ordered South last fall. I hear that Dr. S. Wells Williams is to leave the United States this month for China. Meantime we are looking forward to the pleasure of seeing Mr. Seward on his way to Peking by an early steamer when navigation opens.—*Shanghai Courier*.

NEWSPAPERS.

There is not much to write about, as you may imagine, during China New Year and its 15 holidays. Trade with the natives has been pretty healthy, and we hear of only one hog having "burst" and this only, some say, to enable all claims to be collected.—Produce keeps very high, and yet quotations from the South are not such as to make one very eager to purchase. In Opium there has scarcely been anything done, and those who sold in time for the last steamer were better off than if they had waited for higher prices in winter.

July 800 chests this year! One of the great drug houses has already closed its Agency, and within the last few days the property has been bought by the Roman Catholic Bishop. We never know what will eventually become of the House that Jack built. In this instance, however, it is thought a No. 1 chance, both for seller and for buyer—very cheap, but not much less than cost, somewhere about Tls. 4,000, as report says.—The weather is comparatively mild now, thermometer only showing 26 degrees of frost—still rather colder than your arctic weather! but an improvement on 15 degrees below zero.—3rd February.—*N. C. D. News*.

ARRIVAL OF THE AMERICAN MAIL.
The P. M. steamer *Great Republic*, Capt. W. B. Cobb, with dates from San Francisco to Feb. 1st, arrived here this morning. We take the subjoined items from late files (for which we have to thank her Purser) and our usual exchanges:—

GENERAL.
London, Jan. 29.—Private letters from naval officers on the China station report that though the Chinese difficulty has blown over, it is the general belief among European residents that the Chinese are bent on fighting sooner or later. The Admiral has sent a man-of-war to each treaty port to protect British interests in case of emergency.

London, Jan. 30.—Lady Constance Stanley, daughter of the Earl of Claremont, and wife of Hon. Frederick Arthur Smith Stanley, is dangerously ill.

Mr. Cave, the British Commissioner to the Khedive, is expected to return to England shortly. His report regarding Egyptian finances is eagerly awaited. Egyptian bonds have declined two and a half per cent. in the Stock Exchange. Business is generally dull, owing to the numerous failures reported here and elsewhere.

New York, Jan. 26.—The hearing of Theodore Johnson in the suit of the Pacific Mail Steamship Company against William S. King, has been continued to-day. The testimony given was unimportant, and when it was concluded the investigation, which is being led before Commissioner Wright, was adjourned to meet next week.

The public funeral given to the remains of Benjamin Parker Avery, late Minister to China on the 26th Feb., was a magnificent tribute of respect to a gentle and worthy citizen. Though the elements at first threatened to interfere with the grandeur of the display, there came rays of bright sunshine, as if in kindly recognition of the loving spirit that had passed away, and during the whole of the afternoon there was not another drop of rain till sundown. The companies and societies were present in unusually large numbers, thus evidencing the high regard in which the deceased was held. The sermon of the Rev. Dr. Stebbins, while rehearsing the progress of American diplomacy in regard to China, dwelt upon the many sterling qualities of mind and heart of the lamented deceased.

COMMERCIAL.
RIGA, January 26th.—The liabilities of the two firms which failed yesterday are \$1,720,000 and \$1,627,200 respectively. These failures have caused the suspension of the local bank, with liabilities of \$144,000 and assets estimated at \$1,600,000. Further suspensions of small firms are believed inevitable, but no apprehension is felt for the stability of large houses.

San Francisco, Jan. 31.—The steamer *Great Republic*, which clears Feb. 1st for China and Japan, will carry 1600 or more flasks of Quinine, none of which, according to our present knowledge, will be forwarded by Chinese merchants.

The State of Nevada, most of the mines of which are owned in this city, gives promise of a vast yield of silver and gold bullion, which, added to our own productions, will insure a result which may astonish the most sanguine. Our coin shipments to the East have been the smallest forwarded for some time, the amount being only \$183,302 against \$343,767 the previous week. Silver bars were more favorable articles for shipment, there being \$312,620, against \$48,052 the week before. The discount on silver appears to be gaining ground gradually, and already the percentage against it is growing an onerous tax to our traders in trade dollars, which had grown into great favour, already commanding heavy discounts.

The question of what to do with our silver is exciting attention, and we look forward for the theory of Senator Jones' bill on the resumption of specie payment. If the Government holds off much longer the price of silver may force it without the aid of Congressional enactment. The Mints have for a long period been coining small silver, which is stored away for use when the time comes. The so-called day appears the better will it be for the people, and for the value of silver, which bids fair now to become a drug.

The Occidental and Oriental steamer, *Bel*, to arrive on the 31st Jan., from Hongkong, via Yokohama.

Sixty six car-loads of merchandise composed the shipment overland from the P. M. S. S. *City of Tokio*. This is said to be the largest freight ever brought from the Orient by steamer. She arrived in San Francisco on Jan. 24, 35 days from Hongkong and 20 from Yokohama.

Captain Wm. H. Besse, who left his vessel, the *W. H. Besse*, here some months since, is building a new ship of 1000 tons at Bath, Me., for the Pacific Trade.

The schooner *Fannie Hare*, Captain Lee, sailed on the 29th Jan. for Manila.—The *Theodore Koerner*, which has arrived, reports:—Sailed Nov. 2, 1875; had severe weather to Japan Islands, then encountered a typhoon, wind at ESE to WNW by S, lasting 36 hours; shortly after experienced another typhoon, wind ENE by N to WSW, during which lost all storm sails, stove bulwarks, lost boats, and was obliged to break in the heads of the water casks on deck and throw them overboard to prevent further damage to bulwarks, etc.; also carried away rudder head, and was obliged to go under a way sail, which greatly prolonged the passage; heavy weather continued to the 10th instant, thence to port light air and calm.

New York, January 26th.—It was reported to-day that negotiations are on foot for the withdrawal of the Occidental and Oriental Steamship Company's line from San Francisco to China, in favor of the Pacific Mail, under an arrangement with that Company and the Pacific Railroad Company.

A telegram of the 26th, from New York, speaking of this, says that the officers of the P. M. S. Company have received no authentic information from New York, as yet, regarding the reported withdrawal. There is no apparent necessity for two lines, under the existing circumstances, as the Union Pacific Railroad Company has, since they established the Occidental and Oriental, come into possession of the Pacific Mail line.

New York, January 26th.—The contest between the Panama Railroad Company and the Pacific Mail Steamship Company is assuming huge proportions. The competition for business between the Atlantic and Pacific Coasts promises to be carried out on a scale more colossal than that which marked Commodore Vanderbilt's tussle with the Pacific Mail Company 20 years ago. On one side is found the Pacific Mail Company and the Pacific Railroad, represented by Jay Gould, and on the other the Panama road by Mr. T. W. Park and a powerful steamship company whose fleet of steamers is the largest in these waters. They will place an opposition line on the New York, Panama and San Francisco route, with a steamer every ten days, and with the requisite branch lines on the Central American coast, in active competition with the P. M. S. Co. On the part of the Pacific Mail Co. a vigorous effort will be made to complete the Costa Rica Railroad, which has been so many years building, in order to be quite even with the Panama Railroad in the contest. The Pacific Mail proposes to get control of and complete the Costa Rica road and send its passengers and freight over that line instead of the Isthmus route. To this end it is understood that a corps of engineers has been sent to Costa Rica to complete surveys to determine the exact position of the road and its plan, and push to completion the eastern division. The English stockholders, sick, disgusted and thoroughly worn out, are now ready to sell out the original contract to the American Company, which will complete the great work. Mr. Sidney Dillon, of the Union Pacific and Pacific Mail, is regarded as a prominent mover in this new scheme, and he is expected to take personal control of it.

Heavy shipments of trade dollars will be made by the China steamer on the 1st Feb., aggregating in the neighbourhood of \$120,000.

The barque *Zephyrus*, Williams, arrived Jan. 31st, 58 days from Hongkong, with merchandise, to Degener & Co. (of Formosa) from N.E. moderate thence to Japan, which was passed 24 days out; moderate weather continued to 180; thence to 150 W. violent gales from all quarters, with high cross sea, which, coming over the stern, stove in after part of cabin, carried away wheel, and injured two men; stove in sky-lights and top-gallant bulwarks from aft; also filled the cabin with water, destroying the greater part of its contents, including compasses and the chronometer; also broke one of the pumps by pressure of the cargo and carried away several spars; thence to port remarkably fine weather.

THE P. & O. AND THE MITSU BISHI COMPANY.
The great reduction of freight rates and passenger fares made by the Mitsui Bishi Company to meet the competition of the P. & O. Company, does not seem justified by sound policy, and would hardly, we think, have been resorted to if the Mitsui Bishi Company had been managed by a board of directors representing a body of shareholders, or by a former superintendent conversant with steamboat management on a large scale. It at once imposes an enormous loss upon the line, and although the public gains in some respects by a competition which lowers rates, it cannot be desirable that business on any scale should be conducted at a heavy loss. Nor must the Managers of the Mitsui Bishi line imagine that their rivals will retire at once from the contest. The steamers are here, and cost a certain sum for maintenance even if unemployed. It is very hard, even with low rates, if they cannot earn enough to pay their expenses, minus the sum now spent on their maintenance while lying idle in harbour. It is true that this involves doing business for nothing, but the Mitsui Bishi line doing far worse on a far larger scale. It cannot be doubted that the management of the P. & O. is much closer than that of the native company, that its ships are more carefully and economically worked, and that the wear and tear in the one case, with machinery especially, will be far heavier than in the other. The general feeling before the announcement of the competition which begins practically to-day, was that the Mitsui Bishi rates were too high. Had a somewhat more moderate scale been laid down at first, the chances are that no opposition would have appeared, and the public, which generally judges fairly enough of such matters, would have been quite satisfied with that scale. But the high rates have brought a rival into the field, and the policy adopted to drive him off will entail heavy losses. It is all very well to imagine that because the government is at the back of the Mitsui Bishi, it must hold out longer than the opposition. But the position of the P. & O. Company seems to us this:

It has some unemployed steamers which can hardly do worse at work, even on low rates, than lying idle. It cannot sell the steamers elsewhere and may ensure a sale here by the desire of its rival to buy off an irritating and ruinous competition, and thus it goes to work. The objection to buying off a rival is that it offers a premium to other competition, with a similar end in view, and it is sometimes better to trust to the chapter of accidents than to increase the stake in an already unprofitable investment. The business along the coast and between the ports of Japan and China will, of course, be increased by the low rates of freight. But the Treasury of this country is in a condition to stand constant heavy drafts upon it, the necessity for which might, we think, have been avoided by meeting the opposition of the P. & O. Company in a different manner. We should have preferred to see a moderate reduction of rates and some agreement arrived at in regard to their maintenance on both sides. Each line of policy has its advantages and disadvantages, but we are disposed to think that, on the whole, the latter course would have proved the more satisfactory.—*Japan Mail*, Feb. 25.

MR FORSTER ON THE SUEZ CANAL QUESTION.
At the annual meeting of the Bradford Chamber of Commerce, on Jan. 24, Mr Forster, in moving the adoption of the report said, there was one matter before men's minds at present, and that was the fact that the Government had lately followed their example, and gone into a great commercial undertaking. It would be very unfit that he should give an opinion about that undertaking that day, because he was waiting, like everybody else, to know the reasons why Mr. Disraeli had made the Queen a partner in the firm of Lesseps and Co. (Laughter.) If he looked at the matter merely from a commercial point of view, he did not think many of them could differ in the opinion that the Government ought not, as a rule, to take shares in a commercial company, and, above all, with such a company as that in which the division was in France, the business in Egypt, and the control, the sovereign power, was either with the Pacha of Egypt or the Sultan of Turkey. He thought that was a company in which they should all feel that, looking at the matter commercially, it was neither a dignified nor a wise step for the Government to take to make the nation, the taxpayers, partners. Looking at the question in the other point of view, not as taking shares in the company, but as a loan of four millions to the Khedive of Egypt for twenty years, considering the question merely as a commercial question, he did not know that he should take a very much more favourable view of it. As a general rule it was not advisable that the Government should lend their money to any foreign potentate, and he did not think that an Oriental potentate should be made an exception. (Applause.) He felt that they would not have to decide the question simply on the commercial grounds or the financial grounds, they would have to consider the political grounds, and they would have to remember what the business was, and who the ruler was, what the business of Lesseps and Company was, and who the Khedive of Egypt was. The Khedive of Egypt was the actual ruler—in some sort of subordinate relation to the Sultan of Turkey, but the actual ruler of that country through which they must either by railway or by water go to their Indian empire, and generally speaking to their colonies. The business of Lesseps and Company was the maintenance of the water way for their ships of commerce and war through Egypt to India. He did not deny that their obtaining any interest in such a business as that, and their entering into any transactions with such a ruler as that, must be judged upon a perfectly different ground than a simple commercial and financial one. Therefore it appeared to him that the real question they would have to decide in the House of Commons next month would be chiefly and mainly this:—whether Lord Derby could or could not prove the assertion which he made at Edinburgh, that they wanted, and they had obtained, additional security for that which was to them a necessary—free and uninterrupted communication through Egypt to India. He understood, of course, that Lord Derby in making that statement meant to imply that the security was obtained by perfect legitimate means, without infringement on the rights of other countries, and that it was an uninterrupted passage in peace and war, and in war as much as in peace. Whether or not Lord Derby would be able to prove that or not, he could not tell, but it seemed to him that that was the main question which they had to decide. They ought not to disregard the price that they had to pay, or the commercial and financial risks that they might incur by paying that price; yet it might really depend upon that—whether it helped them or not to keep that communication which, while they kept their Indian empire and while they were connected with India, was one of those who looked forward to a permanent union with their colonies, and who believed that their duty to India compelled them, as much as did their interests, to do what they could to preserve their Indian empire. (Applause.)

Miscellaneous.
THE *Musical Standard* states that by his recent illness Mr Sims Reeves is the loser of nearly £1,000. Mr Vernon Rigby has also recently had a serious illness of some weeks, his losses on this account being over £700.

THE well-known foreign artist, J. B. Zwecker, who has been living in England for twenty-five years, died on the 10th inst. The works describing the labours of Livingston, Du Chaillu, Speke and Grant, Van der Byl, Sir Samuel Baker, Winwood Reade, &c., owe a great deal of their popularity to his skillful pencil. To our chief illustrated papers like the *Illustrated London News* and the *Graphic* he was also a frequent contributor.

THE *Queenslander* (Brisbane) has the following truly gossip:—It seems that nearly all good racehorses out here get but little of the consideration they ought to have. Old Taragon, after winning some good three-mile races in his prime, was pitted in his old age against such fresh young "tigers" as Cossack and Bylong, and "was much distressed at the finish" of his last three-mile sprint. And no wonder either, poor fellow. Attention, too, was trifled out against North Australian, in the Randwick Plate of 1867, when he ought to have been on the shelf. And so

on with Hamlet, Javelin, Dagworth, and others. They never get in time the well-earned leisure they deserve. We well remember, about a year before "Dag" came to the front, wondering who was the confiding personage that took the double of "Dagworth and Dagworth" when he was a three-year-old. This backer "came" just a year too soon. A racehorse's only safeguard against inhuman and greedy owners, in Australia, running him beyond his powers, seems to be in having a "chickory" set of legs, such as those which sent Fishhook, Leclercq, and other flyers to the turf before their hearts got broken by too much racing. The time in which nearly all the races were done on New Year's Day, at Flemington, is truly wonderful. Five furlongs, by Chirnside's Newminster, with 8st. 10lbs. in the saddle, and in sixty-four seconds, is superb; one mile and three-quarters, by the same party's Sultan, with 7st. 13lbs. in 3mins. 7secs., is nearly as good; and, after that, the Champion Race, in 5mins. 35secs., does not seem so difficult to "hoist in," but possibly *The Australasian* may be correct in surmising that the new measurement of the course is somewhat faulty.

How the magnificent stride of the original old Flying Dutchman, the stride that landed him a winner from the splendid Voltigeur in days of old, is telling a tale in the time made by his numerous descendants, who now perform on Randwick and Flemington. These are people connected with the turf for the last thirty years who still aver that they never saw a stride to cover the ground like the gallant Dutchman's did. Newminster, having a mixture of the Touchstone, Faugh-a-ballagh, Stockwell, and other notable strains of blood, is bound, in the hands of such men as the Chirnside, to be a terror and a caution to the bookmakers. The fact of Voltaire's "humping" his 8st. 13lbs. in 3mins. 7secs. over the mile and three-quarters, to within a couple of lengths of Sultan, in the Midsummer Handicap, goes to prove what a "moral" he must have been all along for the Melbourne Cup, and yet but few of us in Queensland could see it; but you never can tell when these Stockwell horses will "come"; they are generally sure to make their mark sooner or later.

Quotations.
HONGKONG, March 10, 1876.

OPIMUM.—New Patna, cash, 620
" Old Patna, cash, 625
" New Benares, cash, 590
" Old Benares, cash, 595
" New Malwa, cash, 585
" Allowance Teals, 18 a 98
" Old Malwa, cash, 590
" Allowance Teals, 10 a 24

OMPOR, ... 14 a 14
QUICKSILVER, ... 91
SALT-PETRE, ... 4 a 5

Exchange.
Bank, 6 months' sight, ... 3/10
Credit, 6 months' sight, ... 3/10
On Calcutta, Bank demand, ... B 220
" Bombay, demand, ... B 220
" Shanghai, demand, ... 72
" Shanghai, 30 days' sight, ... 73
Bar Silver, 17, dwts. B, ... —
Soyee, ... —
Mexicans, ... —
Gold Leaf, ... 28.00
English Sovereigns, ... 5.15
Australian Sovereigns, ... 5.17
Discount, ... 7 a 9

Shares.
Hongkong Bank, 3 per cent. prem.
H.K. Fire Ins. Co., \$450
China Fire Ins. Co., \$145
Victoria Fire Ins. Co., \$70
H.K. & W. Dock Co., 50 p. dls. ex div.
China Traders Ins. Co., \$1675
Chinese Ins. Society of Canton, \$600
Chinese Insurance Co., \$215
North China Ins. Co., Tls. 850
O. & J. Marine Ins. Co., Tls. 57
Yangtze Ins. Association, Tls. 625
H.K. & M. S. Dock Co., 5 dls.
Union S. Navigation Co., Tls. —
Shanghai Steam N. Co., Tls. 74
Hongkong Hotel Co., \$524 dls.
Chinese Imperial Loan, \$103

Temperature.
HONGKONG, March 10, 1876.
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Thermometer.—9 A.M., ... 63
Do. 4 P.M., ... 65
Do. Maximum, ... 65
Do. Minimum over night, ... 56
Barometer.—9 A.M., ... 30.122
Do. 4 P.M., ... 30.100

Shipping Intelligence.
HOME SHIPPING.
The following is taken from the latest London Papers:—

DEPARTURES.
Jan. 6, Annie Braginton, from New York to Shanghai.
Jan. 6, Ottercap, from Cardiff to Hongkong.
Jan. 6, Lyoka Till, from Cardiff to Hongkong.
Jan. 10, Echo, from London to Hongkong.
Jan. 10, Neorhus (str.), from Liverpool to Cardiff and Hongkong.
Jan. 11, Titian, from Penarth to Hongkong.
Jan. 13, Antipodes, from Cardiff to Hongkong.
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.
Jan. 17, Onward, from Liverpool to Hongkong.
Jan. 19, Sophie, from Cardiff to Hongkong.
Jan. 20, Forward Ho, from London to Yokohama, &c.
Jan. 22, Flutshire (str.), from London to Penang, &c.
Jan. 24, Victoria (str.), from Liverpool to Manila.
Jan. 26, Nestor (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.
At London.—Steamers via Suez Canal.
Orihis. Caudia.
Galley of Lotno. Sumattra.
Undine. Sailing Yacht.
Paul Marie. Kisoow.
Evelyn. Scotia.
At Liverpool.
Agamemnon (str.) Oriskany (str.)

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE S. S. "GREAT REPUBLIC" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 16th March, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Route, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.
Hongkong, February 15, 1876. mol5

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE S. S. "GREAT REPUBLIC" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 16th March, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

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G. B. EMORY, Acting Agent.
Hongkong, February 15, 1876. mol5

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

EDWARD NORTON & Co., Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash. ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.
Hongkong, July 9, 1874.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matchboxes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co., Agents Hongkong & Canton.
Hongkong, January 4, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE, Secretary.
Hongkong, November 1, 1874.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co., Agents.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co., Agents.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.
Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co., Agents.
Hongkong, January 1, 1874.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL.....\$500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG LIMITED, IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against unclaimed Dividends, Interest, or Bonus, are requested to present same for payment at the Hongkong and Shanghai Bank before the 1st April, 1876, otherwise their claims will not be recognised.

ADOLF ANDRE, Liquidator.
Hongkong, December 20, 1875. apl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premiums for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MacG. HEATON.
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.
Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned having been appointed Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary Reference.

BY WILLIAM FREDERICK MAYERS.

Price: \$3.

Shanghai.....KELLY & Co.
Hongkong....."CHINA MAIL" OFFICE.

Intimations.

COAL DEPOT.

COALS of every description supplied to Steamers by the Underigned.

Orders may be left at the Godowns, Wanchi, with Mr J. MACLEOD, or LEONG AN YOK, KWONGHONG, Praya.

LANDSTEIN & Co., Agents.
Hongkong, November 1, 1875. my1

PILOTAGE.

VESSELS inward bound can secure Pilots from Reef Island, from this date.

Outward bound Vessels can secure FIRST CLASS PILOTS by applying to the Underigned at Praya Central, No. 29.

The Pilot-boat's Flag is No. 5 at the main-mast.

H. F. STUART.
Hongkong, April 5, 1875. ap5

F. KRUPP'S CAST STEEL WORKS, ELSEN (Germany.)

Sole Agent for China, F. PEIL.

HONGKONG, SHANGHAI, COLOGNE (Germany.)

WANTED TO PURCHASE.

CHINA REVIEW.

Complete Set of Vol. I. Six Dollars will be paid for the above.

No. 1 and 2, Vol. I.
No. 1, (2 copies) and No. 2, (1 copy) Vol. II.

One Dollar will be given for each of the above Nos.

Apply to the Publishers, CHINA MAIL OFFICE.

Intimations.

HOTEL DES COLONIES, SHANGHAI.

LES Propriétaires de l'Hotel des Colonies ont l'honneur d'informer M. M. les Voyageurs qu'ils viennent d'annexer à leur restaurant, dont le haute renommée est si bien connue, une nouvelle maison, attenante, qui leur permet d'offrir des Chambres Splendides réunissant tout le confortable, désirable, Chambres pour familles, Salles de Bains, &c., &c. Voitures à la disposition de M. M. les Voyageurs. La Salle de Billard et la Barre sont complètement séparées de l'Hotel ce qui est une sécurité pour le bien être des visiteurs. Les soins les plus minutieux apportés dans tous les services sont une garantie pour M. M. les Voyageurs dont le patronage est sollicité.

A. SOISSON & Co., Propriétaires.
Shanghai, le 10 Février, 1876. mol5

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE

"SHANGHAI COURIER AND CHINA GAZETTE."

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO ADVERTISERS IS OBVIOUS.

In the Goods of CAPTAIN LAWRENCE YOUNG, Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Underigned on or before the 22nd day of April, 1876.

And all Persons being indebted to the said Estate are requested to pay to the Underigned their several Debts without delay.

STEPHENS & HOLMES, Solicitors for the Executors.
2, Club Chambers
Hongkong, February 22, 1876. ap22

CLEARANCE SALE.

SAYLE & Co. will offer, on and after TUESDAY Next, the 18th Instant, the remainder of their Winter Stock at Greatly Reduced

Prices, consisting of:—

Winter Costumes and Polonaises.

Ladies' Jackets and Mantillas.

Fancy Dress materials of all kinds.

Wool Plaids and Flannels.

Silks and Poplins.

Wool Shawls and Cloaks.

Trimmed and Untrimmed Hats and Bonnets.

Fancy Wool Goods.

Lace and Linen Sets.

Scarves and Sashes.

Boys' Suits.

Children's Dresses.

&c., &c., &c.

VICTORIA EXCHANGE, Queen's Road & Stanley Street.

To Let.

TO LET.

With Immediate Possession.

TWO Dwelling Houses and Offices, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs KATNAL & Co.

The House No. 35, Wellington Street, lately in the occupation of Messrs ROSS & Co.

The Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 81, Queen's Road, lately in the occupation of Miss GARRETT.

The House and Offices No. 3, D'Agular Street, lately in the occupation of Mr F. DEGENAER.

DOUGLAS LAPRAIK & Co.
Hongkong, December 20, 1875.

TO LET.

With Possession on the 1st April.

THE Premises in Queen's Road Central, known as the "London Inn."

Apply to LANE, CRAWFORD & Co.
Hongkong, March 3, 1876.

TO LET.

HOUSE No. 1, Alexandra Terrace, Furnished.

Apply to M. STOUT.
Hongkong, February 23, 1876.